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CHRISTMAS SPIRIT FADES AT ICELAND

Junella off on maiden next week

Marr's new freezer *Junella* is now at Hull preparing for her first trip which is due to start next week. The 210-footer from the Cleland's Shipyard at Wallsend is being commanded by long-serving Marr skipper, Alf Engle, who has recently been relief skipper on *Canthula* (seen bottom right of *Junella*).

SUNDAY the most serious incident so far in the present dispute with Iceland marked the end of a lull in gunboat activities over the Christmas week. A collision between the British frigate *Andromeda* and Iceland's *Aegir* was the first time that two armed ships had clashed. No one was hurt in the collision which occurred as the frigate manoeuvred to prevent *Aegir* from getting at a group of British trawlers which had just hauled their nets. The incident has provoked more possible chopping incidents in December 22, as the gunboat *Aegir* made runs at the Hull trawlers *Ross*, *Leonis* and *Falstaff* — both the fishing on the edge of the main trawler pack. There were firmer hints of an unofficial truce on December 23 when Icelandic sources revealed several gunboats were delivering mail to isolated coastal communities.

Navy works 'miracles'

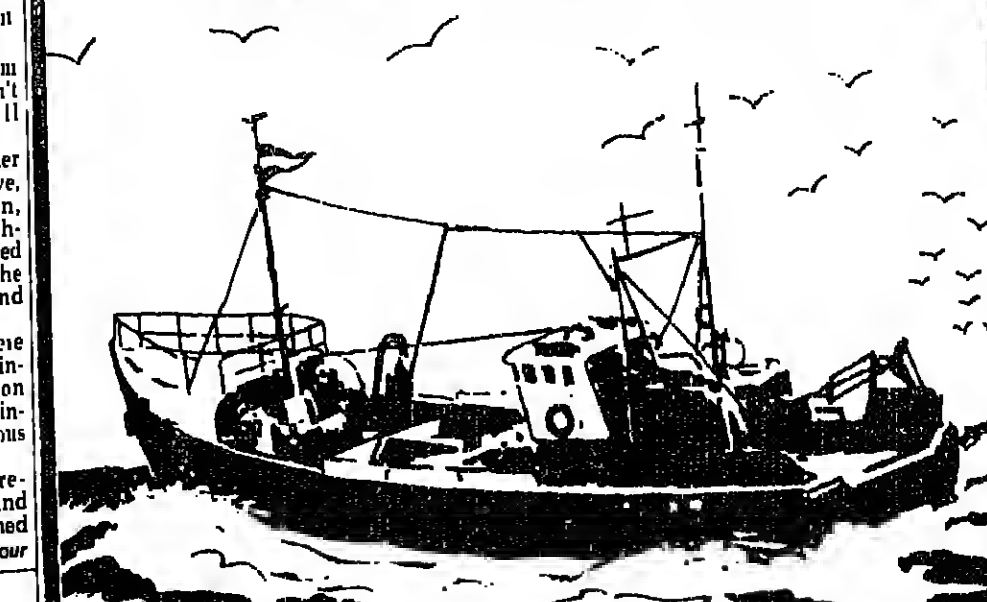
SKIPPERs and crews of distant water trawlers, back home for a Christmas break, are unanimous in their praise of Naval protection off Iceland. Spokesmen for BUT, Consolidated Fisheries and Boston Deep Sea Fisheries all said they were very pleased with the present level of Naval support. A deepwater skipper told *Fishing News*: "It's an eye-opener to see them in action. If anyone thinks Britain's done as a naval power, they'd change their tune after a couple of hours down there. They're working bloody miracles to keep us fishing and getting better at it every day. The only problem is the grounds. Most of us went to get round to the north-west side just now as we don't want to overfish the eastern grounds."

Champions!

Westoft's champion skippers (left to right) John Kestor (Hemphel) and John Bedford (Hemphel), shared the command of a port's top ship, *St. Thomas*. With them is Aubrey (Hemphel), general manager of Hemphel, Clevedon Trawlers. Details of the skipper's earnings are given on page seven.



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1975—A disaster for fishing LOOKING BACK IN ANGER...

THERE CAN have been little enthusiasm in the British fishing industry for ringing-out the old year and ringing-in the new. With 1975 proving the most tormented year the industry has ever had to live through, the prospects for 1976 look even grimmer.

Locked in battle with Iceland, the burden of another 30 per cent increase in fuel prices and no indication from the Government that it will resume direct financial aid, it seems that things can only get worse.

From the following painful reminders of the year gone by, fishermen can only look back in anger as they see the same problems looming up in front of them in 1976.

JANUARY: The unlikely sight of Scottish herring fishermen in London was an early sign of the frustration being felt by fishermen at the plundering of their traditional grounds by foreign fleets. At Westminster, MPs were told that the Russians, Faroese and Icelandic fleets were just 'slaughtering everything', especially off Shetland. Fears were also expressed that other nations were not adhering to herring quotas. Herring stocks in the Minch were the one 'golden egg' left to British fishermen, MPs were told. But what was the use of conservation inside the Minch if the foreign boats just wait and scoop it up outside? With their departure back to Scotland in a specially chartered jet, the herring men left behind them an ultimatum to the Government: impose a 50-mile limit or take

the consequences of fishermen taking matters into their own hands.

FEBRUARY: Deep-sea fishermen were now working under the threat that each trip could be their last. Nine steam trawlers in the BUT fleet at Grimsby were taken out of service and the company made it clear that the fate of its six remaining steamers of the port would be judged on a voyage-to-voyage basis. The reasons for this strong talk were obvious. Grimsby market was at rock-bottom, with cod making under £12 a kit. Problems at Grimsby were symptomatic of all the north-east coast ports and this resulted in the MP for Hull, West, James Johnson, setting up a seminar involving all sections of the industry to consider steps to save fishing on Humber-side. For inshore fishermen in Devon and Cornwall, there was at least one moment of jubilation as they became the first in the country to share in the EEC intervention price scheme. The South Western Producer Organisation sent out cheques totalling £120,000 to its members.

MARCH: At last bending to demands for some cash aid to keep the fishing fleet in business, the Government announced a £81m. subsidy scheme. Boats under 40ft., and all shellfish vessels, were excluded from aid — and even with deep-sea ships over 135ft. getting the maximum £90 a day, there was little joy in the trawler ports. Humber-side owners were still resigned to laying up vessels, although they accepted that the subsidy would slow down the decline of the fleet. Average daily earnings of a Humber trawler now at £900 and

and £875 for frozen haddock fillets, was described as 'cudswallow' by the president of the British Trawlers' Federation, Mr. W. Suddaby. These prices were already below those given voluntarily by Norway, pointed out Mr. Suddaby. Discharging at Hull was the largest ever British catch of blue whiting. With 400-tons on board from her exploratory trip to the west coast of Britain, the freezer stern trawler *Arctic Pioneer* had gone some way to proving that here this might be an alternative source of fish for the hard-pressed deep-sea fleet. Underlining the plight of the deep-sea fleet were the half-year results of Associated Fisheries, Britain's biggest trawler owning group. Profits nose-dived from over £4m to a loss of over £14m.

JUNE: North Sea herring stocks would be finished in two or three years if foreign fleets were not curbed. This was the warning being put out by the chairman of the Herring Industry Board, Dr. W. J. Lyon Deen, who called for an immediate extension of fishing limits to 200 miles, with an exclusive 50-mile zone for British fishermen. With the temporary Government subsidy running out at the end of the month, and 78 deep-sea trawlers withdrawn from service since the beginning of 1974, news of whether aid was to continue was anxiously awaited. The market situation was going from bad to worse as one Fleetwood trawler, *Ella Hewitt*, came back from Iceland with a big catch of cod and codling to make an average of £8 a kit. Inshore boats were being forced to stay on the grounds longer to make a living and one small Grimsby seiner, *Arcona Boy*, made an 800-mile round trip to the Norwegian Viking Banks.

JULY: Subsidy had run out and no Government promises were forthcoming that it would be resumed. With a debate on the problems of the fishing industry occupying

three hours of House of Commons time, nobody was left in any doubt that withdrawal of subsidy would leave the fishing industry in a desperate position. Although Minister, Fred Peart, had said that Britain was aiming to negotiate a new agreement with Iceland, it was becoming clear that time was running out. Iceland had announced that October 15 was the date she would be claiming 200-miles and the signs were that British vessels would only be given a short phase-out period. Another blow for trawler owners on Humber-side and Fleetwood was a new pay deal for crewmen, which it was estimated would add £1m a year to operating costs.

AUGUST: With a warning that it was only a temporary measure to help the fishing industry adjust to changing circumstances, subsidy payments were resumed. This time aid was slashed to £24m. Inshoremen were beginning to realise just how much the new boat safety rules introduced by the Department of Trade were going to cost them and unleashed a massive, but unavailing, protest. A well known name at Grimsby bit the dust when Peter Sleight trawlers sold its last three trawlers to a Lowestoft firm. For Britain's biggest trawler, *Arctic Gullard*, there was the ignominy of a coming back with a national catch record and losing £34,000 on the deal.

SEPTEMBER: Figures issued for the first seven months of the year reflected an alarming situation in Scotland. Earnings were £74m. down and landings had fallen by 751,392 cwt. The herring men were hardest hit with a £24m. drop. In what was termed a 'symbolic action', 30 Scottish boats took part in a relay on the closed grounds off the Yorkshire coast. This cost them fines totalling over £6,500, but the Scots felt this was justified to bring attention to the fact that there was nowhere else to fish. After the first talks between Britain and Iceland ended in deadlock, it became clear that Iceland was intent on keeping all foreign boats outside 50-miles. With their North-East Atlantic cod quotas exhausted, four Hull freezer trawlers were laid-up.

OCTOBER: Deep-sea Scottish herring fishermen were

seen for the first time at the East coast port of Lowestoft, Yarmouth and Grimsby. Eventually moved off further south Devon and Cornwall waters causing a furore among local fishermen, aid was again slashed — time down to a firm — the shock news that would be no more in December. Another row talks with Iceland followed inquiry into the loss of Peterhead trawler *Ty* with her crew, found that of stability had contributed her loss.

NOVEMBER: With minute negotiations in the evik breaking down, deep-sea fleet was in threat of another dispute. Iceland following seven talks by gunboats. A pull out by British ships resulted in the Navy's sent in.

This action quickly led off a reaction in Iceland, who said that would not take part in talks while British remained in her waters. Insult to injury was the loss of North Shields stern trawler *Ben Ida* Iceland. The arrival of 135ft. purse seiner, *Christa*, dwarfed the rest of Scottish herring fleet. For the Tait family of Farnburgh with their own new vessel that was look equally at home as distant water grounds lost by BUT at Grimsby forced them to transfer fleet to Aberdeen. Trawlers involved in this represented two-thirds of port's fleet. In the House Commons, the Government was accused of having fishing policy.

DECEMBER: Warp tings and clashes between frigates and gunboats becoming everyday news as an attempt to cut back size of the European fleet, an EEC plan was put forward to penalise fishermen and give them for scrapping their boats. With the shock announcement of a 30 per cent fuel oil price, it was left to old stager on Humber-side round off the year on a brighter note. Hull sidewinder, *Somer Moughorn*, turned in the of the year with a White catch which made £84,000.

SWANSEA SKIPPER BEATS RISING COSTS

SWANSEA skipper, Brian Llewellyn, was horrified by the cost of new fishing vessels when he set out to look for a replacement boat.

Realising he could not afford a boat of the size he wanted, he set about designing and building one himself.

The result is now taking shape in a derelict shed close to the River Neath at Britton Ferry in South Wales. The new boat will be 50ft. long, with a beam of 17ft., and is being built in steel, the skin plating being 5/16in. thick. She will have a raised forecastle and a forward wheelhouse.

Mr. Llewellyn has incorporated many features from his own experience in the design of the new boat, one of them being a stern ramp for hauling the trawl on board, an unusual feature for a boat of this size.

The new boat will be fitted with a Cummins 200 hp six cylinder diesel driving the large propeller through a 4:1 reduction. On deck there will be a trawl winch by North Sea Winches.

The hull is of the round bilge type which has involved a considerable amount of plate shearing and bending. All of the construction work has been carried out by Mr. Llewellyn and two helpers.

Completion is due in the next few months and, if the design proves successful after trials, Mr. Llewellyn plans to construct more vessels to the same design. He already has another construction shed lined up and expects to be able to build these vessels considerably below the current market price for a vessel of this size.

Mr. Llewellyn was part owner of the wooden Swansea trawler *Roger Bushell*, which caught fire at Milford Haven shortly after a refit in Swansea and which is now derelict.

Seiners prepare for early start

GRIMSBY seiner owners are planning an earlier than usual start to the 1976 season with the bulk of the fleet away by mid-January.

Already *Oleik* (Skipper Carl Thomsen), *Nordland* (Skipper Karl Bruum) and *Freese* (Skipper E. Jensen) got away shortly after Christmas to fish the Morey Firth, working out of the Scottish ports, and one or two other Grimsby seiners are expected to make their way up to join them this year.

However, plans were afoot before Christmas to get a big slice of the North Sea fleet away either shortly after Christmas Day, or as soon as possible into the New Year.

Skipper Egon Thomsen in *Arcona Boy* was the last seiner home in 1975, but she was unduly late as she had landed earlier in December in Denmark and had fished her way back home to land at Grimsby on December 19.

Arcona Boy, rather disappointingly, grossed only £1,885 from 83 kits after a trip lasting nine days, but even this was an improvement on *Brizlee* (Skipper Tom Christensen), her



Brizlee returned empty-handed due to bad weather.

gambled on a late season trip, was abandoned when foul weather put fishing completely out of the question and she returned empty.

This was very unfortunate as there was fish about, but *Brizlee* could not get her gear down.

Tests show less mercury in fish

TESTS taken off the Northumbrian coast have eased fears over pollution of inshore fish stocks, says a report to the county council.

The trading standards department of the county has found that the amount of mercury in fish landed at ports in the area are down compared with surveys taken over the last four years.

County trading standards officer, Raymond Hey, says in a report: "Our findings are very encouraging. The coast waters are getting cleaner."

During the summer a team from the standards office collected samples of shellfish, cod, plaice and whiting from coastal waters. Analysis revealed that poison in the

fish was well below the tolerable level of five parts per million.

Mr. Hey added: "The results in relation to mercury have been reassuring and have not raised any cause for alarm."

The report says: "We only had a few samples of fish with lead and cadmium present."

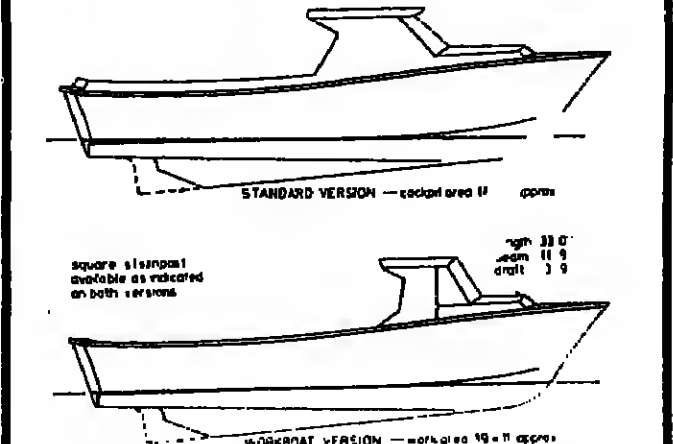
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Clashes

from page one

favour of a move which the Navy organised.

Two seamen from a support ship had a lucky escape on Christmas Day when a dinghy overturned as they crossed from one vessel to another. Both men, wearing survival suits, were rescued and put aboard the support ship *Houso* to recover.

A Boxing Day casualty was the Grimsby trawler *Ross*

Rodney. Her main engine failed and, despite the efforts of Naval engineers from *Andromeda*, she had to be towed by *Ross Renown* to the Faroes for repairs.

The tug *Euromen* was also withdrawn on Boxing Day, leaving for Greenock to collect a fresh crew, but the frigate *HMS Gurkha* was detailed to leave Rosyth to keep up the Naval strength as more trawlers arrived off Iceland.

The uneasy truce ended on Boxing Day when *Tyr* resumed

patrol nearby, closely shadowed by *Lowestoft*. As the weather worsened she retired to a fjord. Later *Tyr* was joined by *Thor*, but with so few vessels fishing they seemed content to just let their presence be felt.

On December 27, because of gales at sea, the Grimsby trawler *Volcanus* was granted permission by the Icelandic authorities to rendezvous with the support vessel *Houso* up to a mile off the east coast, near Seydisfjörður, to transfer two sick fishermen.

Norina back from GRP CAMPAIGN AT GRIMSBY maiden trip

FLEETWOOD'S latest trawler, the stern-fisher *Norina*, landed her first catch at the port last week. Skipper Frank Wilson brought her in with 790 kits which sold for £13,714.

The first kit sold for charity and made £55. It was cod bought by Birds Eye and Cyril Mitchell, who made the purchase, said: "It was the highest I have ever paid for a first-trip kit."

Skipper Wilson was fulsome in his praise of his new command: "The finest ship I have ever commanded," was how he described her.

He added: "She is a grand

ship and fishes well."

Jim Croes, Fleetwood manager of the owning firm, J. Marr and Son Ltd., said: "There were some teething troubles with her steering gear and her variable pitch propeller, but these will soon be rectified. She is a beautiful ship."

There was high praise for the Navy's role in Icelandic waters from Skipper Wilson. He said: "In past cod wars the skippers have not always been happy at the way the Navy have tackled things. This time, however, they have really got down to business."

"The commander of HMS *Brighton* is particularly appreciated by the trawlermen."

He takes a legal but very line with the Icelandic boats. I reckon he should give the freedom Fleetwood.

"We didn't lose even hour's fishing from harassment because of the way frigates are operating."

The 129ft. *Norina* was joined at the port by new similar vessels.

There were more Fleetwood stern trawlers away for Christmas than for years. Little difficulty found in raising crews the result that one of port's vessels was at sea over the holiday seven in the Iceland era.

For a section of the industry the long closure posed problems. Inshore vessels faced a market until January. Catboats can be held in

GRP CAMPAIGN AT GRIMSBY

A SCALE model of a 54ft. multi-purpose fishing vessel in GRP, designed by Wilson, Ross, MacDougall & Associates, of Newcastle and currently under construction by Olympic Marine S.A., of Piraeus, Greece, is on display at Grimsby.

The model, *Olympic Fisher*, one of several versions of the OMT 185 series, was brought down to Grimsby by agents Rowland Ross Ltd., which have placed it with the model of *Olympic Fisher* on display at Grimsby.



seiner owners and agents A. E. Richardson & Co. Ltd. where it can be seen until late this month.

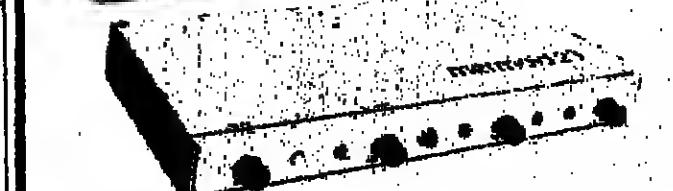
The actual vessels have a 4in. thick GRP hull-deck-bridge-internals construction incorporating a balise core and come with a choice of M.W.M., Caterpillar, Baudouin or Deutz 260 bhp main engines.

On deck is a twin-barrel hydraulic trawl winch, and with accommodation for up to six men, a speed of 10 knots and a range between 700 and 1,000 miles, plus basic bridge electronics, etc., *Olympic Marine* is able to produce a finished boat in four months at around £100,000.

Arrangements can be made for interested parties to fly out to Greece to view these vessels being made under Lloyd's supervision. A jump version, with a bigger fishroom and engine, is also available.

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After her trials the boat will go to the Fecadde Fisheries at Ardnamurchan.

He commissioned the new-style cable from the north-east salmon fisher concern after being told they had taken a cold mould from a wooden cable which they built last winter.

Much care has been taken by the builders to ensure that the new boat gives as long a service as — if not more than — the traditional wooden craft. The firm also hope that once the cable is in service they will receive orders for more glass fibre cables.

SWEEPING CHANGES IN PLAN FOR IRISH FISHING

THE COMMON Market's Fisheries Policy has been declared a major drawback to future fisheries development in Ireland by the country's major fishing organisations, which have also called for an exclusive economic zone of 50 miles.

These views are made clear in an *Overall Fisheries Development Plan* for the Irish Republic, submitted to the Government and which is now being considered by the Cabinet. It was formulated by the Irish Fishermen's Organisation, the Irish Federation of Marine Industries and the Dublin Retail Fish Merchants Association, with help from the Irish Fish Processors and Exporters Association.

A Ministry of Fisheries is needed with its own full-time Minister. Up to now, says the plan, the lack of a detailed scheme for fisheries development has led to extreme fluctuations in the industry in Ireland, with bottlenecks resulting in the chain between producer and consumer.

Because it had to cope with

such a situation, investors were not attracted to putting money into fishing development.

The Irish industry is gravely concerned about rapidly diminishing fish stocks and wants a revision of existing fishing limit baselines. No vessel over 90ft. from any nation, with a main engine of 100hp or over, should be allowed to fish inside 12 miles from the re-drafted baseline, the fishermen claim. At present some nations have traditional rights to within six miles of the Irish coast — including British and Northern Ireland boats.

Also criticised in the plan is what the organisations describe as "Ireland's archaic

legal system" which helps rather than deters poaching in Irish waters. These waters were becoming the target of a greater number of fishing vessels displaced from elsewhere by extended limits. And the plan says that the Irish Naval Service, though doing its best, is under-equipped to control the situation.

Improved harbour development is suggested, with this being brought under the new Ministry of Fisheries, which would also set up a second national fishery college, improve educational facilities for fishermen and provide a new structure for the purchase by fishermen of their own boats.

Finally, the plan suggests

that the Dublin fish market should be abolished and transferred to a suitable new site. For shops opening outside the Dublin area, 50 per cent grants should be available, it says.

Our Irish correspondent says the plan largely mirrors the frustration of fishermen and contains the points they put forward after the harbour blockade last April. When fishermen marched on Government buildings, they were told by the Junior Minister for Fisheries, Mr. Michael Pat Murphy, that they should draw up their own overall development plan for fisheries — and this is what they have done now, in co-operation with other organisations in the industry.

Court hears 'sea time' ticket fraud

GORDON James Watt (24), of Peterhead, pleaded guilty at Banff Sheriff Court to fraudulently obtaining a place as a candidate for a Department of Trade examination for his ticket by giving false information about his sea time.

The court heard that in his application form, prepared at the Buchan Technical College, Fraserburgh, he gave his sea time as just over five years when, in fact, it amounted to slightly more than two years. A minimum of four years is laid down for entry to the examination.

Malcolm McAulain, deputy fiscal, said Watt's application form along with a £3.90 fee had been sent in, but an anonymous caller to the superintendent of Mercantile Marine in Aberdeen stated that Watt had nothing like

the sea time for sitting the ticket.

Watt's true time was subsequently ascertained by the matter was reported to the examiner of mercantile mariners.

An agent for the accused said Watt's father, the ticket holder on the boat, became unwell, replacement ticket was unsatisfactory, Watt thought it preferable to take the boat out to sea. In fine the accused Sheriff Cruan warned repetitions would not be treated "in such an exalted fashion."

PROFIT FOR SALMON FIRM

BERWICK Selma Fisheries Co., which fished a £32,000 loss in 1974 then cut back on labour force by almost 50 per cent, made a £30 profit this year.

Turnover totalled £150 and the annual report revealed the firm's subsidiary Border Fare Sales Ltd., along with the sale of food, made a profit of £53. Lambert Carmichael, chairman of the board, said there had been a 50 per cent improvement in salmon sales on the previous year but catches of trout were astrous, the worst for years.

Net ban

He added that despite introduction of a ban on net fishing as a method of catching salmon at sea, there were still being caught in considerable numbers up to end of the season.

However, the company now received an assurance from the River Tweed Commissioners that enforcement measures in the coastal waters of the River Tweed will be stepped up.

New salmon for Grimsby

EDLEY, a new 68ft. and 600hp Grimsby skipper-owned vessel, arrived at the Grimsby port just before Christmas.

Built at Buckle by He and McKenzie, she is powered by a Gardner 3000 engine developing 1,000 bhp and has a 1200 gallon oil tank.

Deck machinery includes a 1000 lb pedestal power winch, a 34FK hydraulic anchor-winch, Edley is being run by Tom Skelton (FS) Ltd.

Skipper Graves, previously owned by (464), another: Herd Mackenzie, owner, now skipper John Abbott and Delge Fishing Co. Ltd.

Arbroath association re-elect president

Edward Smith, skipper of *Sincerity II*, has been re-elected as president of Arbroath Fishermen's Association.

At the association's annual general meeting, when Skipper Smith was re-elected, Skipper John Teviotdale, of *Orion*, resigned as vice-president and Skipper John Swankie of *Endavour* was unanimously appointed in his place. Also Teviotdale, skipper of *Guiding Star*, was appointed to fill the vacancy on the committee.

Allen Caird, secretary of the association, reported: "In the past 12 months the association has been active in producing new rules governing the association."

This has been a major task and now goes to the Registrar of Friendly Societies and Co-operators in Edinburgh for final endorsement, having been approved by the g.m.

Skipper's lucky haul

THE STRANGE shortage of mackerel in Falmouth Bay has having some odd repercussions — one of which will long be remembered by a Plymouth skipper.

John Perkes was working the 120 ft. *Jonnie Marie* along the coast one night on an endless search for mackerel.

Indeed, some of the comments overheard on the trawler's radio link were enough to warm up the coldest night at sea.

She made one shot of the net in near deeper — and up came a 1,000 stone of bees, worth about £7,000.

The same weight of mackerel would have only made about £350.

LIFE UNDER SAIL

SAILING Drifters, by Edgar March, is published by David & Charles Ltd. at £9, and is a reprint of a book which originally appeared in 1952.

The price may seem high, but it must have been very expensive to produce, being a thick book to start with, full of pictures and detailed plans, so it represents value for money.

Lobstering — US style

FRED Boynton, Lobsterman, by Ted Van Winkle, is published in America, and is available here from Patrick Stephens Ltd. at £5.50.

It is heavily illustrated — very good pictures, specially taken for the book by the author, but even so it is expensive.

The text, obtained via a tape-recorder, is provided by a Maine lobster fisherman who operates a 35ft. wooden boat all the year round, mostly single-handed. In addition to lobstering, he trawls for fish and shrimps when in season.

The skipper's definition of "trash" fish is curious by British standards. Skate com-

Sidewinder grabs Lowestoft title back

TWO MEN shared the distinction of commanding *St. Thomas*, Lowestoft's top earning trawler for 1975.

When the 121 ft. side trawler made her final landing on December 17, it brought her earnings for the year to £188,275 — nearly £20,000 above the record set in 1974 by the stern trawler *Boaton Sea Dart*.

The two men who skippered her during the year were 36-year-old David Bedford, who handed over command in September to 26-year-old John Ketteringham. He had previously sailed with him as deckhand, third hand and then as mate.

John Ketteringham, who gained his skipper's ticket four years ago said after her final landing: "She is a terrific ship — I was really thrown in at the deep end when the pressure was on and had to keep peddling."

The year brought a double success for Skipper Bedford, who was recently given command of the new stern trawler *St. Patrick* — which set a new port earnings record on her maiden trip with a catch worth £15,091.

It had been, he said, a "hard year" on the North Sea grounds. "We have been in places we haven't normally worked and we have had to really dig the fish out — but

fishing costs, most of it coming from higher fuel charges, said.

Aubrey Moore, general manager of Claridge Trawlers, owners of *St. Thomas*, said: "We're very proud as a company to have the top trawler this year and we feel that due recognition should be made to this feat — but unfortunately in a difficult year the increase over last year has not compensated for the increase in costs."

Boaton Sea Dart had recorded earnings last year of £140,342.

Hitting the drifters

AN ATTEMPT is being made to increase the Irish salmon drift net licence from £3 to £50.

It is being led by the man who was appointed to take charge of Cork Fishery Board after it was abolished by the Government two years ago over alleged licence lapsing irregularities.

He is Garrett Byrnes, the present board administrator, and he is asking for support from the 17 fishery boards around the country.

Ha claims that commercial fishermen are making only a small contribution to the work of the Fishery Boards. In Cork, he said, they contributed only £572 to the annual board expenses of

the region of £20,000. The matter is to be discussed by the national council of fishery boards shortly.

Two-day salmon conference

A TWO-DAY conference dealing with Irish salmon research will be held in Westport, Co. Mayo, on May 28 and May 29 to mark the 21st anniversary of the Salmon Research Trust of Ireland.

It will include such topics as the life history of the salmon, as determined by scale reading, salmon in the sea, fish passes and counting devices, diseases, management of stocks and artificial rearing.

The conference will take place in Jury's Hotel, Westport.

Those interested in attending the conference, "Salmon Research in Ireland," should write to the Secretary, Salmon Research Trust of Ireland Inc., St. James's Gate, Dublin 8.

Appointed

CAPTAIN Frederick Chisholm, marine superintendent with the Department of Agriculture and Fisheries for Scotland, retired on Wednesday, December 17. He is succeeded by Captain A. T. Horsburgh, Capt. Horsburgh, who served on both fishery patrol vessels and research ships, was promoted First Officer in 1968 and eight years later to the rank of Commander. He came ashore as assistant marine superintendent in 1970.



The Lowestoft trawler *St. Thomas* made £188,275 this year.

we got in front early in the year and stayed there" he said.

Costs

St. Thomas spent 278 days at sea during the year and landed 82,608 stone of fish for a daily earnings average of £877.

News of the record was, however, tempered at Lowestoft by the knowledge that the past year had brought a sharp increase in

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WALKING round one of the major fishing ports in Britain recently it was interesting to study the way in which fishing boats are maintained.

In general they do not present a pretty picture, with rust being the predominating colour. Whilst one can accept it is not easy to keep fishing boats looking pretty because of the hard life they lead, there is a strong requirement to improve the standards of maintenance.

By maintenance I do not mean applying paint to cover over the rust, but the regular oiling and greasing of the moving parts required to keep them working.

I find it quite frightening to look at some of the lifting and hauling gear on fishing boats — gear which has to withstand the heavy strain of hauling in trawls or nets — and see how much is worn. Blocks have loose sheaves, derrick gooseneck pins are worn and even shackles are worn half-through because of the constant movement.

Grease

When a boat is new, most of the important moving parts are fitted with grease nipples so that they can be adequately lubricated. In time these nipples either get blocked through not being used, or they get knocked off because the gear has been mishandled. I see very few fishing boats where an attempt is made to give these items any

Regular greasing of this freeing port would have kept it in working order. Now it is seized solid and will trap water on deck.



safety at sea

sort of routine maintenance. The usual approach seems to be to let things go until something breaks, or until the vessel is laid-up for overhaul. Yet, regular maintenance could save an owner a great deal of expense in replacement gear and, with the way prices are continually increasing, this can be an important consideration.

Injuries

More important are the consequences of a piece of gear failing under a heavy load. One is continually reading in *Fishing News* of injured fishermen being landed, but there is rarely much indication of how the accident occurred. A considerable number must be from gear failures, and the consequences of the accident to the person involved, apart from the loss of fishing time, must make the allocation of time for maintenance worthwhile.

Fishing boat engines and winches are rarely neglected in this way, so why not maintain the rest of the gear?

Maintenance, if it is to be of value, must be done according to a plan — rather in the way a car should be serviced. Make a list of all the greasing and oiling points and then,

Lack of any sort of maintenance has made this lifebuoy useless. This is an obvious danger to crewmen.



Refuelling

It only requires one man for about two hours a week. Most boats can find this time when waiting for weather to improve, or when refuelling. Maintenance is also required on safety equipment

such as lifejackets, fire extinguishers, lifebuoys and lifeboats. With lifebuoys and lifeboats there is not much to do except clean them occasionally and check the ropes and securing fittings. Lifebuoys, particularly, are stored in exposed positions and will deteriorate.

Some of the modern types which use synthetic materials are better, but there is not much point in carrying these items unless they are going to work. Lifejackets invariably end up by being used as pillows for which they are admirably

suited. As lifejackets they will do their job by keeping you afloat the right way, but the standard DoT type has little application on a working craft such as a fishing boat. They are designed for use by the most un-intelligent passenger on a cruise liner and are only carried on fishing boats at DoT insistence.

These lifejackets take no account of the fact that the crew of a fishing boat are seamen; that if they are to abandon ship successfully then they must be able to move about freely and quickly; also that a lot of the openings on a fishing boat are narrow and restricted. They are difficult, or impossible, to negotiate when wearing a bulky DoT lifejacket.

One cannot help feeling that, if a more practical approach to lifejackets is adopted, there is a much better chance of them being worn when required. The RNLi has evolved this problem to a large degree but only by designing its own type — a good compromise between safety and practicability.

R.F.D., which makes a whole range of safety equipment, has recently introduced a new style of lifejacket, specifically designed for men working in high-risk situations in cold temperatures. It carries the label of "the most expensive lifejacket in the world" and is obviously aimed at the oil industry.

Bulk is reduced by making the lifejacket completely inflatable, which is automatic when the person wearing it enters the water. There is a manual override for this and it can also be inflated orally.

To reduce the chances of exposure, a hood is attached to cover the head. It is assumed that the wearer will be wearing heavy clothes in a cold climate anyway, so the head is the vulnerable part.

These lifejackets could have an application in the fishing industry but the ironic thing is that, as far as the DoT is concerned, you would still have to carry your full complement of lifejackets of its own design.

No wonder fishermen get the feeling that they are being bogged down by bureaucracy. DAG PIKE



RFO's new super lifejacket for crews working in high risk areas.

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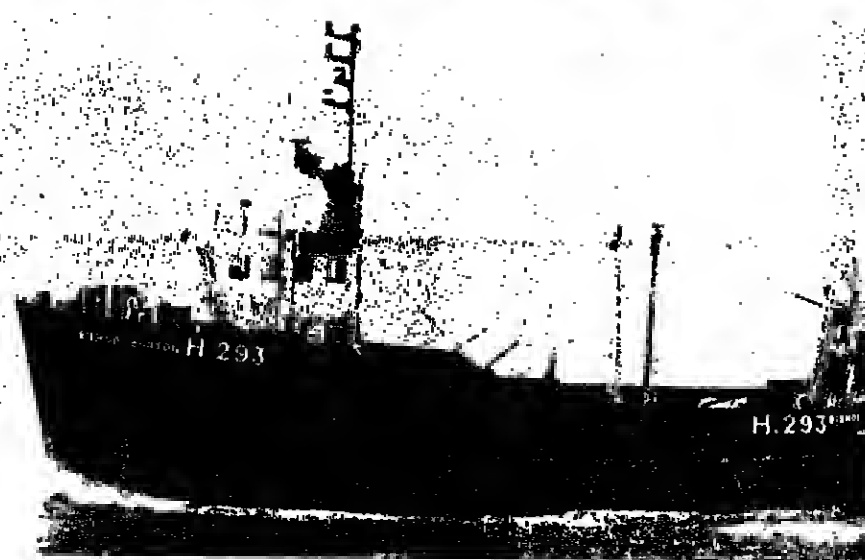
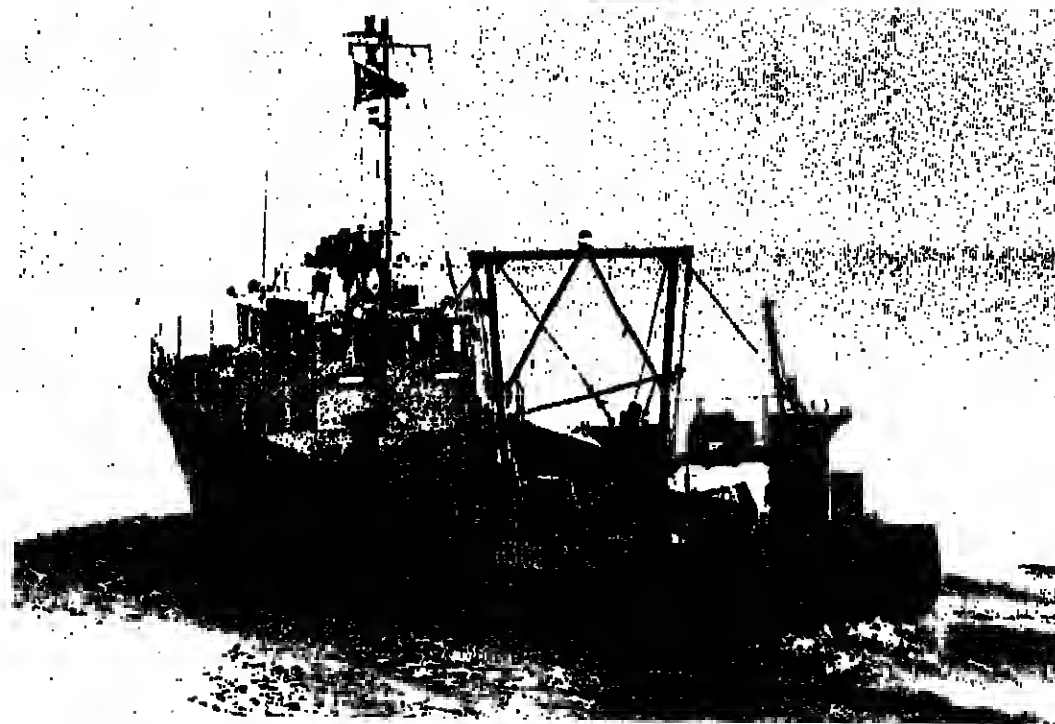
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Putting some steel into Newington's new fleet



Newington's two North Shields-based steel boats are *Burton Pidsea* (left) and *Bishop Burton* (above). *Burton Agnes* will complete the steel boat line-up.

THE delivery of the 75 ft. steel seltner-trawler *Burton Pidsea* to her home port of North Shields marks a further step forward in the build-up of Newington Trawlers' inshore fleet.

Rigged for fly-dragging seine netting, plus bottom and pelagic trawling, she is the first of two sister-ships being built at the Richard Dunston yard.

The second vessel named *Burton Agnes*, will be completed early this year.

With an overall length of 75 ft. and length between perpendiculars of 67 ft., *Burton Pidsea* has a moulded beam of 21 ft. and moulded depth of just over 11 ft.

Built throughout of all-welded, Lloyd's-tested, mild steel, she is not classified at Lloyd's but is built to its standards for this class of boat. She also satisfies the requirements of IMCO, the White Fish Authority and is built to the DoT Class X.

BURTON PIDSEA

Of round bilge form, *Burton Pidsea* has a raked soft nose stem and raked transom. Below deck she is sub-divided from forward into a forepeak with chain locker, fuel oil bunkers, fishroom and engine room.

There are also fuel tanks below the fishroom and in the engine room which, together with those aft of the forepeak, give a total capacity of 18 tonnes.

About 44 tonnes of fresh water are carried in tanks at the stern. Propulsion is provided by a Caterpillar D379 TA Series B turbocharged and after-cooled diesel engine which develops 565 bhp at 1,225 rpm. This unit drives the three-blade 1,700 mm. variable pitch

propeller through a PB 3.7:1 reduction gearbox. A fixed nozzle, designed and produced by the propeller makers, is also fitted.

Also driven from the main engine are a 30kW 110 V d.c. Transmotor generator, a Gilbert Gilkes and Gordon 300/875 Series M bilge and general service pump, and the hydraulic power pack for the gear handling machinery.

Another 20kW 110 V Transmotor generator, a GGG 300/875 pump and a standby hydraulic pump for the deck machinery, are driven from the Lieber HRW4MA auxiliary engine which develops 50 bhp at 1,800 rpm. The deadfront-type switchboard was manufactured by Broady and Sons.

Deck layout of *Burton Pidsea* is similar to that of the other vessels in the Newington inshore fleet, with the superstructure forward and the fishing deck aft.

Spur geared hydraulic split trawl winches of Smallwood manufacture are fitted at the fore end of the fishing deck. Each winch is designed to hold 550 fathoms of 20 mm. circumference warry and is fitted with Labrie winching.

Clutches and brakes are arranged for local and remote control, and each winch is fitted with a Staffa-type 2B80 hydraulic motor. Controls for speed and reversing are positioned locally and in the wheelhouse.

The seine net capstan is mounted on the centre line further aft, and each of its two barrels is fitted with its own hydraulic motor and spur gear.

A split Beccles coiler lies

forward of the seine net capstan and feeds ropes down into storage bins in the after end of the fishroom. Local and remote speed control is provided for the seine capstan.

A DEV Engineering power block on a single jib is fitted aft of the port leg of the stern gantry. As on the other vessels, arrangements are made to drive port and starboard parts of the seine capstan, and the trawl winches, independently.

There are two closed loop hydraulic circuits, each consisting of a pump supplying oil to one trawl winch motor, or to one seine capstan motor.

Right: *Burton Pidsea's* winch controls. The skipper has a good view of the three main winch units on the deck. Below: stern shot of *Burton Pidsea*, showing her sub-antenna gantry.



The selector required is by solenoid cross-controlled by a se wheelhouse.

The two 25 variable disc are driven from of the main gear Twin Disc SF 1 gearbox of 1:1 ratio. They have variable oil flow (maximum) when controlled by the, and have a 1:8 pressure of 1.8.

The trawl wire of the two disc, allowing for the power ranges, has a top hauler force of 1.8.

A fixed disc pump, also drive Twin Disc gear, open circuit, power block, the trawl winch. Standby trawl winch.

capstan, is provided by a Sundstrand Series 21 pump driven from the auxiliary engine.

This allows the trawl winches to run at full load and one third full speed, also the seine capstan to operate at full load and a fifth of its full speed.

All functions of the trawl winches and seine capstan, and their hydraulic pumps, can be controlled from a console in the after end of the wheelhouse. The power block is controlled locally.

The stout stern gantry also incorporates the funnel and gives access down into the engine room. The hanging blocks are of Tyne metal.

At the deck edge on the stern there is a roller to facilitate bringing in the nets over the stern.

Some 36 tonnes of fish and ice can be carried in the fishroom which has a capacity of 3,950 cu. ft. It is arranged to carry fish on shelves at the forward end, and in boxes or bulk at the after end.

Sides, deckhead and the forward bulkhead are insulated with 100 mm. polyurethane foam and the after bulkhead is insulated with 150 mm. Rockcell slabs. The sides and deckhead are also lined with marine ply, while the fishroom has a 50 mm. thick wooden floor.

Accommodation in the forecabin comprises a cabin for the skipper, a six-berth cabin for the crew, galley and messroom, storeroom and shower and wc compartment.

A Kempf electric cooker and a convector oven are fitted in the galley. A Godwin electric pressure set supplies fresh water to the

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BISHOP BURTON

THE 85ft. *Bishop Burton* is the second vessel to be completed for the Newington Trawlers' North Shields fleet. She is commanded by Skipper Terry Fairley who until recently was in charge of the *Cherry Burton*. The latter has now been taken over by Skipper Neil Griffin, who is a native of Lowestoft but is now settled in North Shields.

Skipper Fairley is already very pleased with the way *Bishop Burton* is fishing. Her first full scale trip lasted six days — and she caught 380 hms which sold for £2,800. This was followed by a five day trip in which she caught 390 boxes and made £3,000.

With an overall length of 85ft., registered length 78.5ft., *Bishop Burton* has a gross tonnage of 164.78 and not tonnage of 59.99.

A water ballast tank is fitted off.

Gear handling machinery includes Smallwood split trawl winches, Smallwood seine winch and Beccles rope coiler, and Labrie power block.

Trawl winches are fitted right at the fore end of the fishing deck, while the seine winch and coiler lie on the centre line further aft. Seine ropes are coiled down into storage bins arranged in the fishroom.

Both the seine winch and the Beccles coiler are also of split design as the port and starboard halves can be worked independently.

Hydraulic power for trawl and seine winches is provided by two Sundstrand variable delivery pumps which are driven from the fore end of the main engine. Each pump has its own hydraulic circuit and one directs oil to the starboard trawl winch or seine hauler and the other to the port unit.

A control console for the winches is arranged in the after part of the wheelhouse.

Driven from a separate hydraulic pump on the main engine, the power block is fitted aft of the port leg of the stern gantry. The stern gantry also incorporates the engine room funnel and an access hatch to the engine room.

With a capacity of some 5,600 cu. ft., the fishroom is insulated with foam slabs lined with marine ply and faced with galvanised steel sheet.

Arranged for bulking, boxing and shelving the fishroom has steel posts and aluminium boards. Fish finding aids in the wheelhouse include a St. Sonar and Kelvin Hughes MS44 echo sounder with BLI expansion unit. The MS44 sounder can also be used for net sounding with a headline transducer and an Elise net-sounder winch.

Other wheelhouse equipment includes Decca 914 radar, auto pilot, Mk 21 navigator and track plotter; "Sailor" T122 R105 radio telephone; Reddon C70 vhf radio telephone; Mermaid 21 watchkeeping receiver; Pentaford steering gear and Wynstruents window wiper are fitted.

A Minerva fire detection system is also fitted.

All the accommodation is arranged in the fore end of the deck level. There is a cabin for the skipper and a six-berth cabin for the crew. The messdeck is fitted with a Kempf electric cooker and there is a food store with deep freeze cabinet.

Other facilities include a shower, w.c. and hand wash basin.

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Bishop Burton's skipper, Terry Fairley, and (right) the stern of his command.

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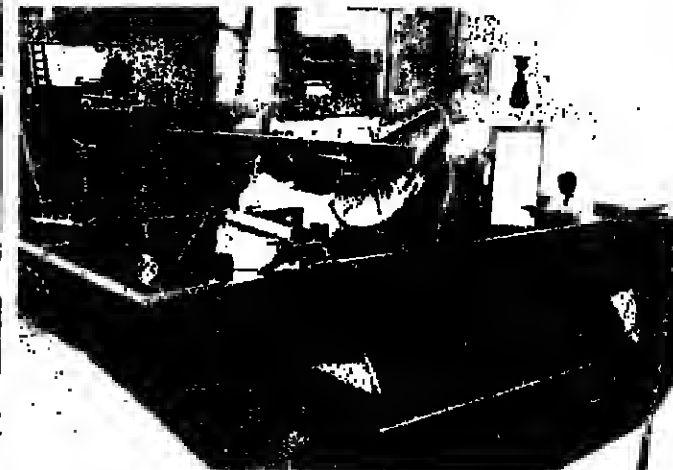
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Above: view aft from the winch console on *Bishop Burton*, showing seine winch, rope coiler and storage bins. Right: unwelcome catch during her second trip — two tons of wire hawser. It took 12 hours to haul the net and wire from the bottom, and another 12 hours to clear the net from the wire. The £650 net was a write-off. Below: inside the wheelhouse.

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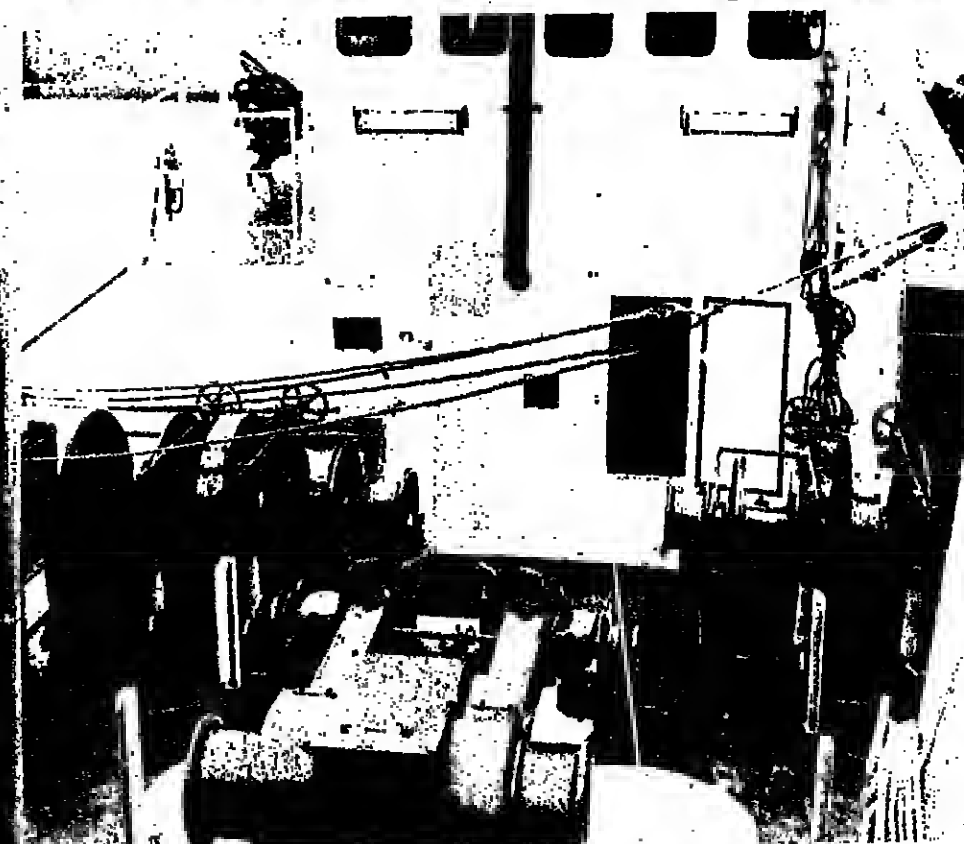
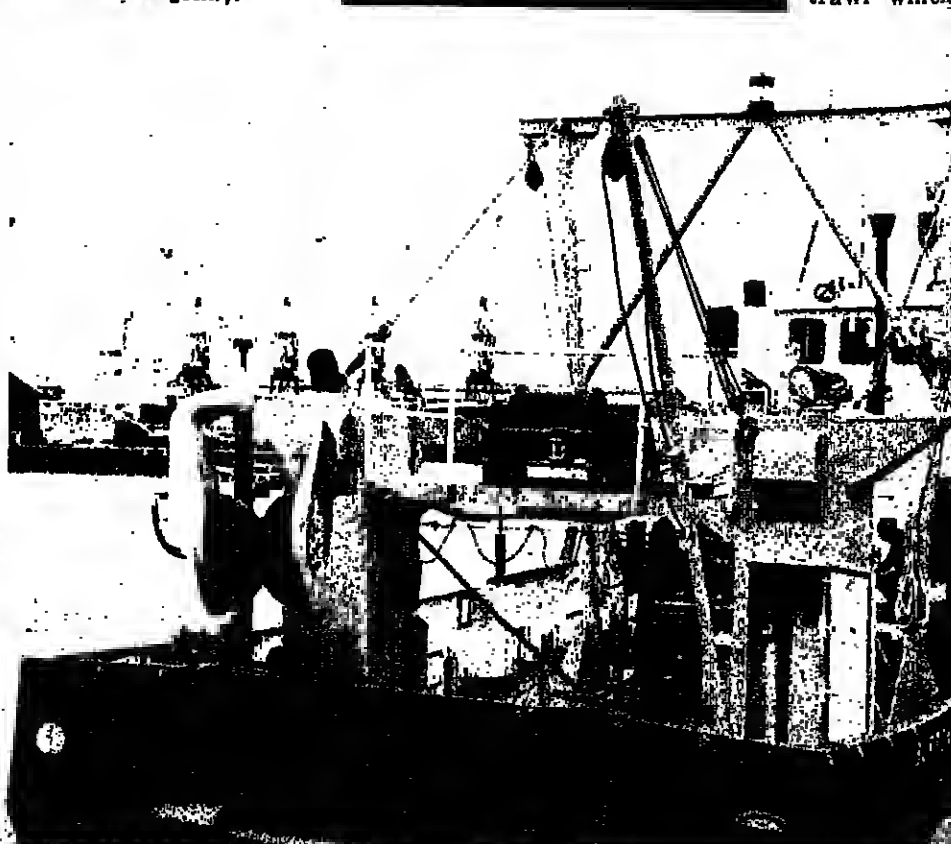
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...AN INSHORE OPERATION FROM SCRATCH

WHEN the Hull deep sea firm Newington Trawlers decided to move into North Sea fishing it was decided that North Shields would be the most suitable port to base a fleet of vessels in the 70 to 80ft. range. The harbour could be entered at all states of the tide and there was good access to some of the best North Sea fishing grounds. The firm opened an office in North Shields about 20 months ago and took delivery of their first inshore vessel in the summer of 1974. Assistant manager of the Shields office, Mr. John Harrison, told *Fishing News* that Newington had not at the time been aware that plans were in the pipeline to build a new fish dock at Shields, so that had in no way influenced their decision to move into the port. Although plans for the new dock have now been shelved, the company feels that prospects are still very good for the larger class of inshore vessels at Shields.

When complete, Newington's inshore fleet at Shields will consist of eight vessels. Designed by the owners, they are of stern fishing layout and capable of fly-dragging, seining and single and two boat trawling. The first vessel, the 75ft. wooden hulled *Cherry Burton*, was built by Eyemouth Boat Building Company. She has

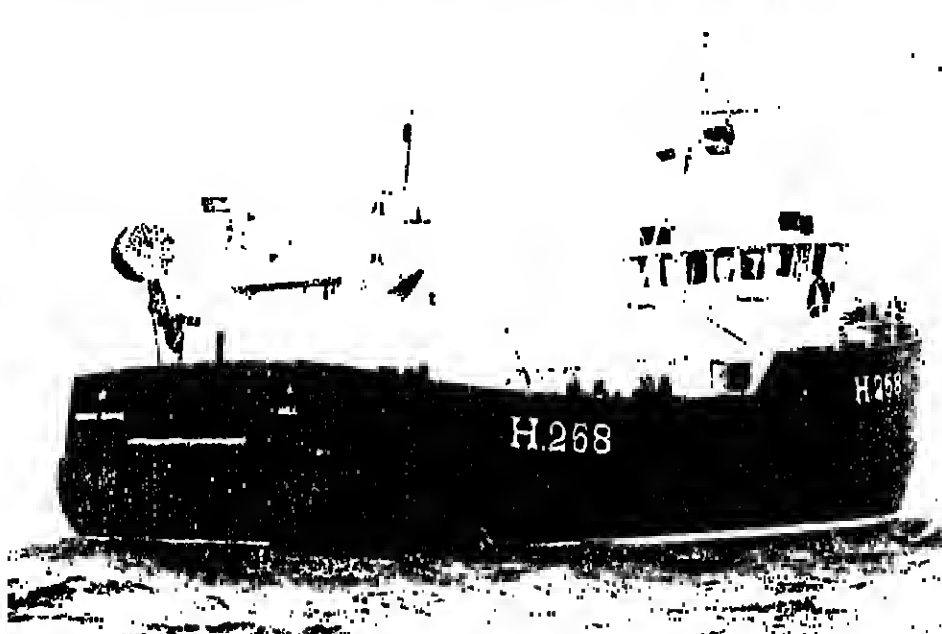
proved herself to be a good, seaworthy boat and is now fishing very well. Initial teething troubles with the gearbox which drove the hydraulic power peck for the winches have now been corrected and Newington is satisfied with the performance and general design of *Cherry Burton*. She has spent much of the time seine netting but last winter fished for sprats with a pelagic trawl.

Cherry Burton is the first of five similar vessels being built by the Eyemouth yard. The second, named *Burton Constable*, was recently completed and the remaining three will be delivered during this year and 1977.

Three steel vessels were ordered from English yards. The first of these is the 85ft. *Bishop Burton*, recently completed by the Drypool yard at Beverley, while the other two, the 75ft. *Burton Pidgeo* and *Burton Agnes*, have been built by the Richard Dunstan shipyard. *Burton Agnes* is due for delivery shortly.

There are no plans for further building at present, but Newington is prepared to act as selling agent at Shields for other vessels if the demand arises.

The firm has moved into offices formerly occupied by Purdy Trawlers Ltd., and is building up staff as the work load increases. Mr. Albert Tong, a native of Hull, has moved to Shields to manage the new office while assistant manager Mr. John Harrison also came from Hull. A local man, Mr. T. Warmington, is the firm's fish salesman.



Left: first boat in Newington's new fleet was the wooden 75-footer *Cherry Burton*. Above: Janet Burton, wife of Newington chief, Mike Burton, performs a naming ceremony.

While a superintendent engineer has just been appointed. Of the four vessels now in service, *Cherry Burton* and *Bishop Burton* have local skippers and are fishing grounds up to 240 miles east of the Tyne. *Burton Constable* is skippered by Malcolm Macculley of Roseberry, Fraserburgh, and is fishing the time out fishing the Fraserburgh. Newington's known Skipper Macculley some time end he found own crew from the Fraserburgh district.

A North Shields ship will take command of *Burton Agnes* when it arrives from Dunstan, Newington has recently placed adverts in the local and local press for skip and crews.

Mr. Harrison told *Fishing News* that there had been very good response to adverts from all over the country. He feels that a good idea to advertise the sonnel in this way was that many good fishermen did not wish to take the financial risk of building their boats at the present time.

PIDSEA

Continued from page 9

gally, while hot water is provided by a Perkins oil-fired boiler fitted in the engine room.

The wheelhouse, which has Beclaw windows, is fitted with a range of fish finding aids including a Kelvin Hughes MS44 echo sounder with BL1

expansion equipment. Furuno sonar.

Other equipment includes a sailor main and vhf telephones, Dunstan receiver, Tenford H hydraulic steering gear, Dacca 450 autopilot, M. Navigator, Track Plotter RM 914 radar.

Jotun Henry Clark provided the paint systems for the boat.

SMOKING ON THE INCREASE AT MALLAIG

A MALLAIG fish firm, which operates a unique "kippers by post" service, is set for expansion. The Highlands Board is helping Lawrie and Sons to extend its factory and install a second smoking kiln.

Brothers George and Archie Lawrie had little experience of the fish marketing and processing trade when they took over the family business from their father, George, after leaving the merchant navy in 1970.

But in 1972 the Highlands and Islands Development Board gave them grant and loan assistance to build a new factory and, a year later, they began smoking fish.

Business soared and smoked fish now accounts for a third of the firm's annual sales turnover. Their kippers are eagerly sought after by the catering trade, tourists who visit their shop in Mallaig and those who have discovered the "kippers by post" service which in itself turns over thousands of pounds in a year.

George Lawrie said the development, costing £17,000, would enable them to treble production of smoked fish and include other lines such as hot-smoked mackerel, smoked salmon and white fish.

"It will also give us the



Lawrie and Sons' factory at Mallaig.

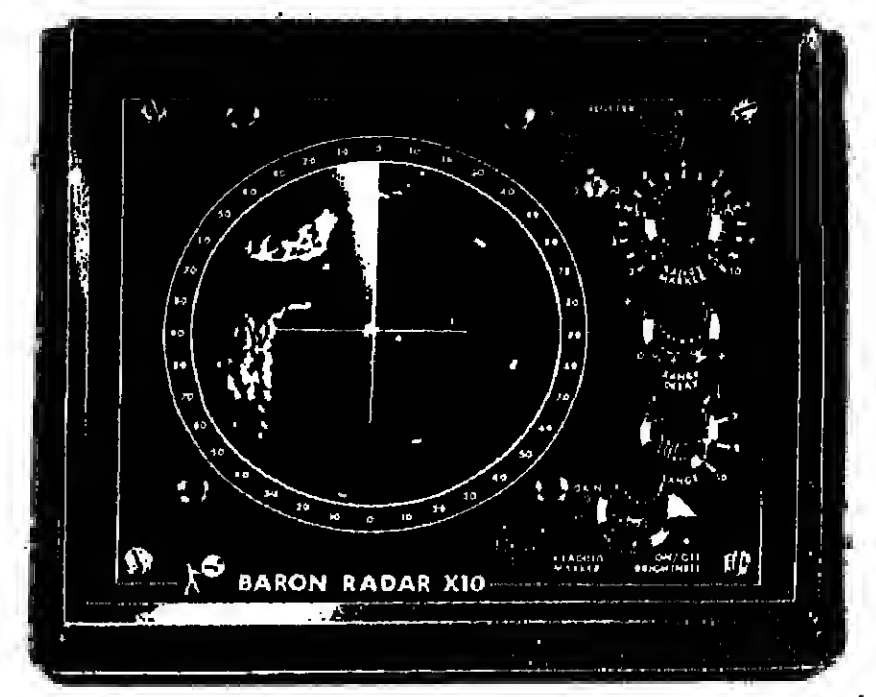
IRELAND CALL FOR HERRING CONTROL

A CALL to the Government that the Celtic Sea herring be entrusted to Ireland for one year as a conservation measure, has been made by the Irish Fishermen's Organisation.

It said that it is highly alarmed at the present position regarding the herring stocks and that quotas provide no protection against overfishing.

"The only effective method by which fish stocks can be conserved is through the adoption by each maritime nation of an exclusive fishery limit of at least 50 miles.

"This is the only method which will allow the industry to develop to its full potential," said the Organisation in a statement.



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ADDRESS

Xmas roker rush at Milford

MILFORD Haven had some of its biggest roker landings of the year in the week before the Christmas holiday. This resulted in more big grommets, although trade slackened off towards the end of the week.

On a ship to finish her year's work with a flourish was *Picton Sealion* (Skipper Trevor Salter) which returned from the Irish Sea grounds with 195 kits which sold for £5,889 — the week's top grossing.

There was also a successful year's climax for *Rosevear*. Skipper Alex Simpson has made this vessel one of the port's most constant trollers in the past 12 months and her last trip of the old year maintained this consistency. *Rosevear* also worked the Irish Sea grounds in catching 187 kits, which sold for £5,489.

But there was also a hard luck story. This came when the Swansea-owned *Brenda Wilson* (Skipper Rees Evans) landed a 221-kit catch, including more than 100 of roker, only to meet a waning market which brought the vessel a disappointing £4,801.

The week also saw two landings by the Cardigan vessel *Kreisker*. She put ashore 81 kits for £2,281 and followed this up with a smaller catch later in the week.

It has been a good 12 months for the port from the earnings point of view, but overshadowing this has been the steep rise in costs and also the laying up of vessels because of the cost of the new DoT safety rules.

This has already accounted for at least three trawlers and there is the possibility of other vessels being hit.

'HARRY TATE'S' ON THE WAY

on issue of *Fishing News*.

So all you men from 'Harry Tate's' Navy please contact me for membership and any ideas and suggestions you have for our reunion at EURDPA will be welcomed.

Hope to see you at the 'Nest'. Come back all you 'Sparrows'!

S. V. Lewis,
Hon. Secretary,
RNPS Association,
27 Tedder Road,
Lowestoft.

HULL'S first post Christmas wal fish landing was made on Monday when *BUT's* *Rosa Otravita* (Sk. M. Clark) made £29,599 for 1,724 kits after a 22-day trip to the Icelandic coast. Commenting on the vessel's grossing, a spokesman for the owners said: "It just broke even".

Buyer retires after 30 years

JAMES GAULT has retired after 30 years as a fish buyer at Lowestoft market.

To mark the occasion he was given a digital clock, whisky and cheque from friends. The gifts were presented by Alex Watt, oldest of Lowestoft's Independent fish buyers.

For 20 years Mr. Gault bought fish on his own behalf and for the past 10

Norwegian show new line system

WITH the steady loss of trawling areas, Scottish fishermen are becoming interested in fully automated fishing system developed in Norway.

Before Christmas two executives of O. Mustad & Son A/S of Oslo, which developed the system, were in Aberdeen for talks with technologists and research workers at the Scottish Marine Laboratory.

Later John J. Foster, who heads the Laboratory's development section, said an exchange had been made. Scientists, he said, were particularly interested in the development of automatic lining systems, so it was useful to get a first-hand brief on the problems Norwegian had encountered and overcome.

Mr. Foster said that, at the current crisis in the national fisheries, there is a lot of interest in the system which combined elements of conservation and fuel-saving. The system is now in operation on all Norwegian longliners and had been received.

Unidentified old GK boat

SIR: I recently purchased a model of an old fishing boat, but as I have been unable to identify it.

The number 3432 GK are printed on the bows so I presume that it is a replica of a Greenock boat. However, the Glasgow Department of Agriculture and Fisheries searched back in their records to 1824, but were unable to find anything.

I personally think it is much older and that it is a model of an existing, or once existing, vessel.

I wish to restore the rigging, but I have only one mast, so I have no idea what the sails looked like.

From what I can see, there should be two masts and, as there are two row looks on each side and not opposite each other, I think there may

have been four oarsmen.

The model is of a built and extremely well done. The rear mast position is a tube, whilst the front one, if it is a mast, seems to have a bottom plate with four stepping points in a row, so it looks to me that this "mast" could be stepped leaning further forward or backward.

I only suppose all this, but I really do not know.

I wonder if you could help me in finding the mast, sail and rigging plan.

Maybe, *Fishing News* readers would be able to help.

A. Claessens,
Groenenborgerlaan 145,
B-2610 Wilrijk,
Belgium.

A model of the mystery boat



WHITBY PUSH FOR HIGHER DUES

WHITBY Harbour Committee has recommended a 28 per cent increase in dues on fish landings.

The new rate was accepted by the committee after the exclusion of Press and public and now goes before the Borough Council Policy and Resources Committee.

The recommendation is to increase dues on all kinds of fish, including shellfish and berrings, and whether sold by auction or not, from 3.5p in the £ to 4.5p in the £, from April 1.

THE VALUE of white fish landings at Peterhead for November was £897,996 which represented an increase of £327,776 compared with last year. Higher prices boosted the total and dues on white fish for the month amounted to £17,956 compared with £11,403 in November 1974.

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Catches and Prices

TOP LANDINGS LAST WEEK

GRIMSBY

234,174: *Ross Renown*, BUT (Sk. B. McCall), 1,740 kits, 1, 23 days.
 232,890: *Northern Sky*, BUT (Sk. E. Fvfall), 1,871 kits, WS, 23 days.
 231,887: *Northern Gift*, BUT (Sk. D. Pulfrey), 1,705 kits, 1, 21 days.
 231,540: *Coldstreamer*, BUT (Sk. W. Sate), 1,546 kits, 1, 21 days.
 226,672: *Royal Lines*, BUT (Sk. A. Hankin), 1,358 kits, 1, 24 days.
 225,052: *William Wilberforce*, Boston (Sk. A. Danison), 1,351 kits, 1, 26 days.
 224,833: *Spurs*, Consolidated (Sk. W. Hardia Jnr.), 1,213 kits, 1, 22 days.
 223,534: *Ross Kelly*, BUT (Sk. P. Philpason), 1,335 kits, 1, 22 days.
 222,001: *Blockburn Rovers*, Consolidated (Sk. E. Cotton), 1,234 kits, 1, 22 days.
 221,592: *Ross Kondonar*, BUT (Sk. B. Stokes), 1,106 kits, 1, 21 days.
 221,416: *Belgaum*, Boston (Sk. J. Stevens), 1,117 kits, 1, 28 days.
 221,308: *Ross Khortum*, BUT (Sk. D. Kastlay), 1,236 kits, 1, 23 days.
 220,868: *Huddersfield Town*, Consolidated (Sk. D. Wilson), 1,151 kits, 1, 20 days.
 220,310: *Real Madrid*, Consolidated (Sk. E. Collins), 1,052 kits, 1, 20 days.
 218,954: *Port Vole*, Consolidated (Sk. J. Rimmer), 951 kits, 1, 25 days.
 227,924: *Ross Juno*, BUT (Sk. J. Roberts), 1,312 kits, WS, 24 days.
 223,763: *Aladshot*, Consolidated (Sk. J. Harria), 1,311 kits, 1, 24 days.
 219,514: *Crystal Palace*, Consolidated (Sk. G. Mussall), 1,214 kits, 1, 23 days.
 219,303: *Northern Reward*, BUT (Sk. W. R. Younger), 1,297 kits, 1, 23 days.
 218,008: *Boston Phantom*, Boston (Sk. S. Johnson), 934 kits, 1, 24 days.

Seiners

21,665: *Arcona Bay*, Arcona (Sk. E. Thomsen), 63 kits, NS, 9 days.
 (No other seiner landings and none due 22/23 December).

Pair teams

27,783: *Sonia Jane*, (Sk. Jorgen Bojen), 414 kits, and 27,608: *Anna Michelle*, (Sk. M. Josaason), 401 kits, both Richardson, NS, 12 days.
 26,959: *Shownee*, (Sk. R. Harrie), 343 kits, and 23,056: *Mohave*, (Sk. D. Brown), 160 kits, both sleight, W, 15 days.

Middle water

212,969: *Osaka*, Taylor (Sk. P. Newby), 740 kits, 17 days.
 29,189: *Ross Febra*, BUT (Sk. R. Reeves), 601 kits, 17 days.
 28,848: *Ross Tiger*, BUT (Sk. D. Avery), 513 kits, 17 days.
 28,497: *Ross Cheetah*, BUT (Sk. T. Ross), 406 kits, 16 days.
 28,130: *Tokio*, Taylor (Sk. S. Stokaa), 469 kits, 16 days.
 211,389: *Somorian*, Robinson (Sk. J. Waddington), 686 kits, 15 days.
 29,907: *Ross Genet*, BUT (Sk. W. Salt), 547 kits, 17 days.
 27,570: *Erino*, Taylor (Sk. G. Smith), 450 kits, 18 days.
 25,468: *Okino*, Taylor (Sk. J. McUlrich), 400 kits, 18 days.
 24,336: *Goliloan*, Taylor (Sk. A. Hodson), 296 kits, 18 days.

North Sea

28,323: *Ross Panther*, W. Hodson (Sk. W. Hodson), 520 kits, 14 days.
 25,519: *Lepanto*, Lindsay (Sk. R. Sindair), 251 kits, 15 days.
 24,595: *Lofoten*, Lindsay (Sk. J. Thurston), 151 kits, 14 days.
 24,257: *Leinberg*, Lindsay (Sk. H. Pexmsen), 122 kits, 12 days.
 22,963: *Tom Grant*, Lindsay (Sk. A. Wraith), 121 kits, 12 days.

MILFORD HAVEN, Irish Sea

25,489: *Rosevear*, Karr (Sk. A. Simpson), 187 kits, 16 days.

24,801: *Brendo Wilson*, Jones (Sk. R. Evans), 221 kits, 14 days.
 24,405: *Georgino Wilson*, Jones (Sk. T. Smith), 162 kits, 14 days.
 23,942: *Norrard Star*, Norrad (Sk. J. Manson), 159 kits, 13 days.
 22,636: *Picton Sea Eagle*, Norrad (Sk. J. Brodia), 145 kits, 13 days.
 22,261: *Kryzher*, Kerr, 61 kits, 10 days.
 21,598: *Westerdale*, Norrad (Sk. F. Reynolds), 58 kits, 9 days.
 For the period ending December 15
 22,996: *Westerdale*, Norrad (Sk. F. Reynolds), 31 kits, 4 days.
 For the period ending December 23

FLEETWOOD, Iceland

232,275: *Fyldea*, Marr (Sk. V. H. Buschini), 1,848 kits, 1, 21 days.
 222,071: *Irvana*, Marr (Sk. A. G. Wignall), 1,250 kits, 1, 20 days.
 221,004: *Boston Blenheim* (Sk. H. McMillan), 1,094 kits, 1, 21 days.
 216,191: *Boston Sterling*, Boston (Sk. W. Bridge), 1,105 kits, 1, 21 days.
 217,103: *Kennedy*, Hewett (Sk. M. C. Ward), 1,080 kits, 1, 21 days.
 215,737: *Wyre Conqueror*, Wyre (Sk. G. Wright), 977 kits, 1, 20 days.
 215,024: *Wyre Victory*, Wyre (Sk. A. Watson), 610 kits, 1, 22 days.
 For the period ending December 19
 216,175: *Gavino*, Marr (Sk. C. L. Scott), 1,102 kits, 1, 19 days.
 215,345: *Wyre Vanguard* (Sk. B. Hargraava), 814 kits, 1, 21 days.
 213,715: *Norino*, Marr (Sk. F. Wilson), 780 kits, 1, 24 days.
 212,003: *Boston Moraunder*, Boston (Sk. R. Thornlay), 1,200 kits, 1, 20 days.
 210,950: *Moretto*, Marr (Sk. J. Laird), 740 kits, 1, 20 days.
 For the period ending December 22 and 23

Home water

28,725: *Boston Lightning*, Boston (Sk. J. Coasey), 653 kits, 14 days.
 28,615: *Wyre Revenge*, Wyre (Sk. B. Andrawa), 525 kits, 13 days.
 26,376: *London Town*, Hewett (Sk. J. Kally), 414 kits, 13 days.
 24,302: *Royalist*, Hawett (Sk. K. Bevara), 244 kits, 11 days.
 For the period ending December 19
 27,092: *David Wilson*, Hazal (Sk. J. H. Banks), 296 kits, 13 days.
 For the period ending December 23

Near water

25,827: *Resound*, Ward, 416 kits, 15 days.
 25,607: *Marie Jacob*, Boston, 120 kits, 12 days.
 23,713: *Rosmondo*, Ward, 206 kits, 13 days.
 23,086: *Chormor*, Hawett, 172 kits, 12 days.
 22,726: *Rescillence*, Ward, 116 kits, 12 days.
 22,268: *Knren*, Hawett, 112 kits, 12 days.
 For the period ending December 19

NUL

234,305: *St. Dominic*, Hamling (Sk. P. Grayson), 1877 kits, WS, 24 days.
 231,394: *Ross Sirius*, BUT (Sk. D. Whiting), 1,033 kits, 1, 21 days.
 223,016: *St. Gilos*, Hamling (Sk. T. Sawyera), 1,111 kits, 1, 23 days.

NORTH SHIELDS

27,227: *Ben Edra*, Irvin (Sk. R. Palmer), 43,392 kits, NS, 13 days.
 25,229: *Ben Glas*, Irvin (Sk. W. Sheadar), 20,685 kits, 2, 31 days.
 22,315: *Scarlet Line*, Associated (Sk. J. Buchanan), NS, 4 days.

GRANTON

24,481: *Arctic Explorer*, Liston (Sk. A. Wanless), cwt., F, 13 days.

PORT MARKETS

MONDAY, DECEMBER 29

HULL

About 1,700 kits from one distant water vessel. Prices range per 10 stone kit, heads on shell cod, £18/22.85; shell codling, £14.95/22.20; coley, £25.50/21.25; bergylis, £13.50. No distant water bulk cod, shell or bulk haddock, plaice, or halibut.

NEWLYN

Prices: cod, £2.90/£3.25; large plaice, £3.35; Dover sole, £15.40/£15.80; roker, £1; brill, £1.95/£2.55; pollock, £2.50; dabs, 30p; guernsey, 40p per stone.

DUBLIN

Prices: cod, £1.88; plaice, £2.90; codling, £1.38; turbot, medium codling, £15/£16.20; dabs, £1.40; Dover sole, selected small, £13.30/£13.40; megrim, £2.80; alpin, small, £12.30/£13.50; large, £13.90; haddock, £2.85; pollock, second haddock, £13/£14.84p per stone; whiting, £2/£3; selected small, £9.30/£12.10; roker, £8/£14 per 70t. kits; small, £10.30/£11; white lobster, £1.85; prawns, 50p; £3.80/£10 per 40 kilo unit; prawn tails, £1.05 per lb.

A 170FT. long purse and stern trawler built in Norway has joined the Force Island fleet. She is named *Sigurdur Brastur* and is primarily designed for purse sailing, being able to come for both bottom and mid-water trawling. The ship is fitted with Kvaerner refrigerated sea water tanks and is powered by an M 2,800 hp at 800 rpm diesel. On trials she achieved a speed of 15.66 knots. Fish finding aids include two Simrad sonar and Loran C unit. Britain's biggest purse-trawler, *Chris Andri*, some 38ft. shorter than this new Farose craft.

EYEMOUTH

Prices: cod, £18; codling, £10.20/£12; haddock, £12/£14; whiting, £15; lemon sole, £20 per 70t. kit; squid, £3; prawn, £3; per 40t. kit, £22.40, per lb.

BRIXHAM

Prices: cod, £3.20; large plaice, £2.40; ling, £1.20; gurnard, £1.10; whiting, £1.40; lemon sole, £5.40; Dover sole, £15.50; haddock, £1.20; squid, £2; monkfish, £7.50; roker, £1; dabs, £2.70; conger, £1.20; stone; scallops, £1.15 per lb.

NORTH SHIELDS

Prices: cod, £17/£18.2; ling, £1.20; gurnard, £1.10; whiting, £1.40; lemon sole, £5.40; Dover sole, £15.50; haddock, £1.20; squid, £2; monkfish, £7.50; roker, £1; dabs, £2.70; conger, £1.20; stone; scallops, £1.15 per lb.

Trawlermen: an example to Britain



Henry Taylor presenting top recruit, Kath Crosby, with the book award.

HENRY TAYLOR, executive director of Grimsby trawler owners, H. L. Taylor Ltd., said last month that Britain would not be in her present state if a worthy work followed the hard working example of our fisherman.

Addressing a group of youngsters who had just completed their 10-week pre-sea training at the Nautical Annex, Grimsby, Mr. Taylor pulled no punches about fishing. "You're joining an industry which at the moment is not a very low ebb, but I'm sure we can't get much lower. In another 30 years there will still be ships sailing out of Grimsby and I hope some of you will be skippering those vessels."

"Life as a fisherman is tough and hard and, if everyone worked as hard as we do, the country wouldn't be in the state it is at the moment."

Skipper Norman Townend, who supervised the training, said the course was the best they had had "for a long, long time."

CONTRACT FOR LONG RANGE RESCUE SERVICE

THE DEPARTMENT OF Trade has placed a further contract with British Airways Helicopters Ltd. for a long range search and rescue service off the north east coast of Scotland.

The contract will run from January 1, 1978, to December 31, 1977, by which time it is hoped the RAF will deploy Sea King helicopters in the area.

The new contract will enable the existing arrangements at Dyce Airport, Aberdeen, for civil marine search and rescue work beyond the range of existing short range helicopters, to continue.

The helicopters will continue to come under the operational control of the Rescue Co-ordination Centre at Pitreavie, Edinburgh, when engaged on civil marine search and rescue at the request of HM Coastguard.

British Airways Helicopters Ltd. has been running a similar service from Aberdeen since November 1971. To date, 69 rescue sorties have been flown.

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CHOOSING AN ANCHOR FOR A 28-FOOTER...

"WE HAVE nearly completed all shipwright's work on a 28ft. GRP hull and are now faced with the problem of getting the most suitable equipment for the boat which will be based on the east coast."

"We would like to know what ground tackle, anchors, chain, warps etc. — it would be best to get and where to get them."

"It is easy when replying to a query like yours to recommend that you get the best of everything — shuddered link instead of short link chain, plated instead of three-strand warps, and so on."

But, unless you want to pay more than is necessary, I will try to resist the temptation and suggest only tackle which should prove adequate.

Let's start with anchors on the assumption that anchors, chains, swivels etc. for laying permanent moorings are not included in your question.

If they were, I would need to know where the boat is to be moored, on what type of bottom and in what depth of water, before I could make suggestions.

A good guide to what anchors should be carried in boats is contained in Part three of a booklet called *Standard Specifications for the Construction of Scottish Wooden Fishing Vessels*, published a few years ago by the White Fish Authority Committee for Scotland and Northern Ireland.

The committee appointed a working party consisting of WFA technical officers and representatives of the Scottish Fishing Boat Builders' Association to draft such specifications. And representatives of Lloyd's Register of Shipping were invited to be present while they were doing so.

Standard specifications were subsequently produced and the WFA decided to make compliance with them a condition of loan and grant assistance in respect of wooden fishing vessels built in Scotland for Scottish owners.

It emphasised, however, that it wished the standards prescribed to be regarded as the minimum desirable.

So the weights of anchors, sizes and lengths of chain prescribed serve as a guide to the minimum of ground tackle which should be carried.

This is evident when you turn to part three and note that, in boats of between 30 and 34ft. overall length, one 68lb. galvanised anchor, 15ft. of galvanised short link chain and 2 x 15ft. 3in. circ. ropes, primarily for mooring but usable for anchoring purposes, are to be regarded as standard ground tackle.

The fact that a 68lb. anchor is prescribed for boats a little longer than yours, serves as a guide to what size of bower anchor would be best, but only indirectly to what type.

It can be assumed that the type of anchor in the minds of those who drafted the specifications is a Fisherman or Admiralty pattern anchor, but it cannot be assumed that lighter weight, patent anchors of different design and claimed higher holding power are acceptable.

For this reason, and because stocked anchors of traditional design will hold in practically every type of ground, I think it would be best to get an Admiralty pattern anchor weighing about 60lb. to be stowed with

John Burgess' Log



the stock folded for use only when a 'working' or kedgeree anchor will not hold your boat in a blow or when you want to moor it.

For every day use I think you would find a plough or Meon (Dunforth) anchor weighing about 25lb. much handier than a stocked anchor.

Each has proved to be efficient in most types of ground. Of the two I would prefer a Meon, as not only is its performance superior to a plough anchor of equivalent weight, but it stows flat on deck.

In addition to an Admiralty pattern bower anchor, for occasional use, and a Meon kedgeree or working anchor, for every day use, I suggest you equip your boat with a reef anchor — a four-pronged device which you can make yourself by doubling two lengths of steel rod and inserting them through a short length of iron piping.

Such an anchor is invaluable if you want to anchor temporarily on foul or meek ground and it can also be used as a grapnel if required.

Fifteen fathoms of 1/2in. short link chain should be more than adequate for your purposes. I think that if you

were to get 15ft. of 1/2in. high tensile chain to shockle to your bower anchor and 5ft. of the same size for your working anchor, you could consider yourself properly equipped.

Since 2 x 15ft. 3in. (circ.) ropes were prescribed in the specifications, it would make sense to comply with requirements in effect, if not in fact.

Presumably the size applies to good quality manila or algal ropes, not to ropes made from synthetic fibres of far higher breaking strength.

If you were to get a 15ft. length of 2in. nylon (PA) rope for attaching to the 5ft. of chain on your working anchor and 15ft. of 2in. polypropylene (PP) rope as a

warps for your reef anchor — either or both of which could be used as mooring ropes — you would be complying with requirements and adequately equipped.

In addition to anchors, chain and ropes, I suggest you consider a large mooring swivel to be on essential item of ground tackle.

If you ever want to moor the boat with both anchors, chain and warp attached to the swivel lowered beneath the

stam will prevent twists in them.

And a swivel can be used to slide a weight down an anchor chain to increase holding power if ever the dire necessity should arise.

Both Admiralty pattern and Meon anchors are obtainable from Isiah Preston Ltd., a firm which has been making anchors at Cradley Heath in Worcestershire for over 100 years.

In 1989 the company acquired all stocks and patterns of Meon anchors from Armstrong Whitworth and it now has sole manufacturing rights.

It is currently producing Meon Mk.7 anchors for boats up to 100ft. long and Mk.3 anchors for vessels over that length.

A 22lb. or 30lb. Meon Mk.7 should prove as suitable a working anchor as any for your boat.

On the east coast you are as likely to be anchoring in mud, as often as in sand, and trials have demonstrated that the Mk.7 has the highest holding power of all in soft mud.

The 22lb. version, for instance, has the equivalent holding power in it of a 225lb. fisherman or a 340lb. stockless anchor.

Chain and special anchor shackles are also obtainable from the firm and may be mooring swivels. If it does not supply the latter, you could get one as well as suitable warps from your local chandler.

If you ask Isiah Preston for details and prices of anchors and chain, which they can supply by the time you want them, I suggest that you ask for a copy of their Anchoring Equipment Catalogue at the same time.

It is magnificently produced and you are likely to learn much about ground tackle from it. The firm's full address is Cradley Heath, Cradley Heath, Wrenley, Worcestershire B64 7BA.

Who was Colin Archer?

building on improved type of boat.

Knowing little about either the theory or practice of boat-building in the first place, he nevertheless evolved his own "wave form principle".

Within a few years his boats had proved themselves to be more seaworthy and faster than any pilot boats yet built. Norwegian pilots thereafter would have none other than "Archer" boats.

His fame grew and when Nansen, in 1891, wanted a vessel so stout that it would withstand the worst batterings of the Arctic ice, he commissioned Colin Archer to design and build *Fram*.

After *Fram* had sailed on her epic voyage, Colin Archer next turned his attention to designing and building the first Norwegian rescue boat, the prototype of craft like *Willie Wilhelmsen*.

She was built on similar lines to his improved pilot boats, but was larger. Her primary purpose being to accompany and succour fishing fleets. She was named after her designer and builder.

R. S. Colin Archer was launched in 1893. In May 1894 she demonstrated her capabilities by performing some outstanding rescue work in a great storm off Helsingborg, near Vardo.

So successful was she in this and other rescues that a fleet of rescue boats was built to the same design.

The great man then turned his attention to designing and building boats suitable for the Nordland and Finnmark fisheries.

He continued to build these as well as other improved types of fishing, pilot and rescue boats until 1911. Then he retired and lived quietly at Lilleodden, until his death in 1921.

He continued to build these as well as other improved types of fishing, pilot and rescue boats until 1911. Then he retired and lived quietly at Lilleodden, until his death in 1921.

DECK SEAM FILLER

"I AM completing a GRP hull and filling a wood-planked foredeck."

"I should like to know what caulking compounds and seam fillers are available nowadays and where they are obtainable."

Caulking cotton, oakum, pitch and marine glues are obtainable from Davey and Co. Ltd., 88 West India Dock Road, London E14.

Caulking compounds suitable for filling deck seams are obtainable from Torpedo Marine Paints (Little Ship Division), 306 High Holborn, London WC1; International Paint Co., 30 Canute Road, Southampton; and the Surface Coatings Division of Unifast Ltd., Knarsborough, Yorkshire.

